

The World Wireless Beacon

Newsletter of the
Society of Wireless Pioneers, Inc.,
P.O. Box 86, Geyserville, CA 95441 - USA

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Sept.-Oct. 1994

John J. "Jack" Kelleher, W4ZC New SOWP President

On July 1, 1994, Mr. John J. "Jack" Kelleher, SOWP 2581-P, W4ZC, became President of the Society of Wireless Pioneers, Inc. He was Senior Vice President of the Society and was appointed to his new post by retiring President Paul N. Dane, SOWP 2195-V, W6WOW, after an affirmative poll of the Society's Board of Governors by Mr. Dane.

Mr. Kelleher, an eminent member of the professional communications and amateur radio communities, served in the U.S. Army Signal Corps between 1932 and 1937. He was an operator and technician at Station WVB, Fort Sam Houston, Texas, and an instructor at the Signal School, Fort Monmouth, New Jersey. From 1937 to 1940 he was a CW operator at RCA Communications. He was a U.S. government civil servant with the Signal Corps and the National Aeronautics and Space Administration (NASA), from 1940 to 1969. He was employed in private industry between 1969 and 1980.

Mr. Kelleher was a U.S. delegate between 1963 and 1990 to numerous meetings of the International Radio Consultative Committee (CCIR) and the International Telecommunication



Union (ITU). He is a past chairman of U.S. CCIR Working Group 8E for the Amateur Service and the Amateur Satellite Service. He was a member of the WARC-79 Advisory Committee and was a member of the U.S. delegation to WARC-79 in Geneva, Switzerland.

He is the newly-elected Vice President of QCWA who received his first amateur license in 1932 as W2DSV, an AMSAT Charter Member and a Life-Fellow of IEEE. He is a life member of ARRL, QCWA and SOWP. From his station, W4ZC, Jack Kelleher is active on all HF amateur bands and two meters. He takes an active part in SOWP nets and the activities of SOWP Capital Area Chapter X.

The President's Report

Having gotten over my surprise at the recent turn of events I want, first, to express my deep appreciation for being selected, by Past President Paul Dane and by the Board of Governors, to be the new President of SOWP. Second, I want to inform the members of SOWP concerning my objectives for the future of the Society.

My principal objective is to revitalize the SOWP. Membership has declined from a peak of more than 3,000 to a current total of about 1,600 active dues-paying members. We are approaching the point where we must decide whether SOWP will be a "last man club", or whether we rethink and revise our eligibility requirements to attract new "pioneers" and thus perpetuate the Society. It has been my opinion for some time that the latter course is preferable, and I have determined that our founder is of the same opinion. However, our opinion is just that - an opinion. If such changes are to be considered, accepted, and implemented, this must be done with the deliberate consent of the Board of Governors, and the membership.

The original purpose of SOWP, as (See President's Report - Page 2)

President's Report - from Page 1

stated in our Constitution, is to perpetuate the memory, heritage and traditions of all pioneer and veteran wireless (radio) telegraphers and preserve the record of the many heroic wireless men and women who have proven their courage and valor in times of dire emergency or disaster, and of the many wireless pioneers who have directly or indirectly contributed to improvement of the art. The means used to accomplish this purpose shall be consistent with the provisions of Section 501(c)(3) of the Internal Revenue Code.

To use a well-known phrase applicable to such situations, "Events have overtaken Plans". Wireless telegraphy is no longer the exclusive or even the dominant mode of communications for the maritime or aeronautical services. There is no substantial pool of radio telegraphers waiting in the wings to join SOWP, and we must either resign ourselves to becoming a "last man club", or decide to perpetuate our Society within the same general terms of reference stated in our Constitution and Articles of Incorporation, but with membership requirements which will persuade new and younger pioneers in other fields of communications to join SOWP.

Whatever is done, we need your comments and opinions. Please write to:

John Kelleher
612 Ednor Road
Silver Spring MD 20905



**A Letter from our Founder,
William A. Breniman**

P.O. Box 530
Santa Rosa, CA.95402-0530

July 14, 1994

Editor, SOWP

Dear Ted:

I received two copies of *The World Wireless Beacon* about ten days ago but it so happened that the evening I was going to read them, my wife Ruth had an emergency and I had to call 911 to take her to the hospital and I didn't get home until midnight so I had to put it aside for some time as too many things piled up.

Her problem which struck her almost without notice, was a ruptured blood vessel which was hemorrhaging. Fortunately we got there in time and they were able to stop the flow. She had to have four units of blood before she was able to recover. I suddenly took on a lot of chores and had no time for reading etc.

Now that all seems to be on 'even keel' again, I have read the last *Beacon* from stem to stern and I am sure members will find it very interesting reading !!

I had a personal interest in "Days to Remember" as our son Warren made the Omaha Beach landing on "D Day". One of his assignments was to search the beach for mines. He had eight men in his contingent and during the search two were killed uncovering mines and two others injured by enemy fire. We were most fortunate that he came through with little more than some shrapnel hits. Prior to "D Day" he was billeted in Portsmouth for several weeks with practice squads. During time there he was billeted with an English couple who are still living.

Warren went to Normandy to attend the 50th Reunion and spent some time with this couple. Later he spent time in England and Scotland and right at the moment is on his way home aboard the SS Queen Elizabeth II enroute New York.

Warren not only made the Omaha landing but also made the one in Okinawa so he was 'at risk' twice on landings in WWII. Fortunately for him and us he came through Okay and we are VERY THANKFUL !!

I didn't intend to take up so much space with family matters but the June front page story brought back memories. During WW-1 I was also anchored several times at Portsmouth on a Four-Stacker, escort to Gibraltar, etc....

I am hopeful that our Exec. Sec. Walt Boyd can turn things around a bit for the Society and get it "on course" again. I do think that he has rebuilt confidence in the Society as I have reports that funding is coming along quite well and of course, that is one of the prime needs..

Hopefully Walt can devote enough of his time to take care of all the work that one in this position has to take care of. Sometimes I wonder how I ever did so much... think I was wearing about a dozen different hats and "Deadlines" were my dreadful problems. After putting in 20 years of my life and I do mean time as I spent about 12 hours per day for the Society and its members and there is a lot of my life wrapped up in memories.

So guess I had better get to work and take care of a load of things on my desk needing attention. Ruth says to tell Ted "Hello" for her and joins in my warm feelings on this fine job. Also Ted, my best to Jody.

Best Wishes ... 73 & 88 ... Bill

Historic Liberty Ship And Her

MEMORABLE VOYAGE**S.S. JEREMIAH O'BRIEN Visits British, French Ports
Homeward Journey Underway**

The Liberty Ship JEREMIAH O'BRIEN, one of only two such World War II vessels still sailing, is again in American waters after completing a memorable return to the Normandy beaches, June 6, 1994.

After taking part in memorial observances in France, the O'Brien returned to England to visit the Chatham Royal Naval dockyards and to make a week-long visit to London. Here are excerpts from an unofficial log made from special telephone reports:

June 15 - 21: London, England. Moored in the Thames river next to famed WW II British cruiser HMS BELFAST. Hosted thousands of appreciative visitors. Crew members enjoyed seeing the sights of London.

June 22: Departed London at 1300 local time as many spectators watched from HMS BELFAST and the Tower Bridge. Two tugs turned us around and we headed for the English Channel and Cherbourg, France.

June 23: With two pilots for the short voyage to Cherbourg donating their services, we arrived at the French port at 1600 local time via the Straits of Dover and English Channel. We were met by a brass band and cheering French citizens.

June 27: Our Ship's Store has been doing well with sales to the Cherbourgers. At 1800 local time, JEREMIAH O'BRIEN moved temporarily from the Cherbourg passenger terminal to anchor in the outer harbor. Cunard liner QE2 needed our docking berth.

June 30: Ship's company are taking

tours of the Normandy countryside. Tomorrow's tour will take us to St. Mere Eglise.



MADE IT: Retired Rear Adm. Thomas J. Patterson, left, and Master Capt. George W. Jahn, both of San Francisco, on the flying wing of the liberty ship Jeremiah O'Brien.

Associated Press

July 6: Crew tours of Omaha Beach completed today. Ship had 2400 visitors at Cherbourg. Will depart 2200 Thursday, July 7, for Rouen.

July 8: Entered the Seine river at 0822 for a 50 mile trip up-river. Two French pilots donated their services.

July 9: We are taking part in the "Armada de la Liberte" a festival held every five years at Rouen, France. The American 4-master training ship, USCG EAGLE is here. Capt. Jahn dipped our colors as we passed EAGLE and she promptly responded.

July 14: Bastille Day in Rouen with a parade in celebration of French revolution. Twelve members of the O'Brien crew, all veterans, marched in the parade and drew many cheers from the crowd along line of march. Many thousands of visitors came aboard in Rouen.

July 16: This was the final day of the "Armada de la Liberte". Today the Jeremiah O'Brien received a check for

\$10,000 from a French business firm. Together with an earlier contribution of the same amount and very successful sales by our ship's store, we now have sufficient funds to continue our voyage as originally planned.

July 18: At 1:00 A.M., we completed a short voyage down the river Seine from Rouen and entered harbor at Le Havre where many passengers went ashore. The O'Brien was serenaded by a band aboard the French aircraft carrier JEANNE D'ARC. Today many of the crew left for home after their replacements arrived.

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VOYAGE - from Page 3

July 21: Today is the last day of our "61 - day vacation" during which our British and French friends have been very hospitable, something we will never forget. Capt. Jahn and RAdm. Patterson, in their dress uniforms, have had many ceremonial duties ashore, along with crew members. We leave for home at noon Friday, July 22.

Saturday, July 30: NY strip steak dinner tonight with peach pie ala mode for dessert. We enjoyed sunny, balmy 75 - 80 degree weather today. Our mid-Atlantic noon pos was 47.7N 43.3W. We covered 265 miles in the past 25 hours at a speed of 10.6 knots.

Sunday, July 31: Yesterday the Canadian Coast Guard radio station at St. John's Newfoundland broadcast a marine alert concerning a sailboat adrift about 300 miles ahead of us. Crew members, including many off-duty, lined our rails as lookouts. The alert was cancelled several hours later.

Tuesday, August 2: Onward toward Portland! We sighted another ship today, but it disappeared before we could get close enuf to identify. Chief Mate Walt Jaffe was 51 today. Noon Pos 42.41N 56.37W off the Gulf of St. Lawrence. Miles travelled 203 at 8.4 knots, ETA Portland, ME 0800 Saturday August 6.

Thursday, August 4: It's a "small world" today aboard our 441-foot long ship. We are deep in pea-soup fog and it's difficult to see 200 feet toward either bow or stern from the bridge. All at once there's a "Boom, boom!" "What's that," someone asks. "Just the Concorde's sonic boom," someone else replies as the Chief Mate watches his radar scope intently. Everyone goes back to the business of maintaining a sharp lookout. Today's noon position: 42.47N 62.25W, about 40 miles south

of Cape Sable, Nova Scotia. Miles travelled, 140; Speed 6.4 knots. Average distance per day = 231 miles.

HOME AGAIN

Saturday, August 6: At precisely 0800 EDT today the JEREMIAH O'BRIEN came abreast the South Portland, Maine head light and began her harbor entrance. She was accompanied by a welcoming flotilla of fireboats, tugs and a host of small craft which gave her a noisy reception. She has sailed nearly 12,000 miles since leaving San Francisco in April. Portland is her first American return port of call. She is moored at the fringe of Portland's main business district and all the things sailors want and need are close by.

Sunday, August 7: Hundreds of former WW II shipbuilders who worked for New England Shipbuilding in 1943 boarded the Jeremiah O'Brien today and renewed their acquaintance with one of the Liberty Ships they constructed 51 years ago. The O'Brien was launched June 19, 1943 from this Portland, Maine shipyard.

Monday, August 8 through Saturday, August 13: Ship docked at Portland, ME, and received hundreds of visitors at her first "Home Port." She took 700 passengers on two cruises in Casco Bay, Wednesday, Aug. 10. A gala dinner and celebration was held for her Saturday, Aug. 13 by the South Portland Shipyard Association.

Another*DAY to REMEMBER*

Monday, August 15: SS JEREMIAH O'BRIEN cast off from Portland, ME at 0708 EDT to sail southward via Massachusetts Bay, the Cape Cod Canal, Kings Point in Long Island Sound, and New York harbor past the Statue of Liberty to Baltimore, MD for a port call until August 23.

Meantime, SS JOHN W. BROWN had left Baltimore Saturday, August 13 on a cruise to Halifax, Nova Scotia. She sailed through the Canal, northbound, at about noon August 15.

HISTORIC MEETING**August 15, 1994**

The two remaining Liberty Ships (from 2,751 built for World War II) met and passed at 1532 EDT, Monday, August 15, 1994 in Massachusetts Bay at latitude 42.10N, longitude 70.20W.

It was a meeting not seen in decades and not likely to occur again as the two ships, sparkling and made shipshape by their volunteer crews, passed about 200 feet apart. Each vessel dipped her colors to the other as cheering crew members lined the rails.

The JOHN W. BROWN, accompanied by a Canadian escort vessel, visited Halifax, N.S. until August 18, then returned to Boston, MA for a port call until August 29. She then made a port call at Greenport, Long Island, NY before returning to her home port, Baltimore, MD.

The JEREMIAH O'BRIEN will call at Jacksonville, FL and make a final Gulf port call at Galveston, TX. She will then transit the Panama Canal and sail home to SFO. She will be met and escorted off L.A. by SS Lane Victory. Both ships will take part in the Parade of Ships through the Golden Gate and into San Francisco harbor Sunday October 6, 1994.

PRESS-TIME BULLETIN

PLEASE SEE PAGE 17 for a last-minute account on the JEREMIAH O'BRIEN and her U.S. East Coast cruise from New York down the New Jersey coast to Baltimore, where she tied up at the Inner Harbor, Pier 5, August 18, 1994.

OUR READERS WRITE



Last December, SOWP Executive Secretary Walt Boyd sent a Special Letter to a large group of members whose dues accounts were not then current. There were hundreds of replies which helped the Society regain its financial footing. Some of the responses also contained personal vignettes - like the following. - Editor

Greetings:- In answer to the Special SOWP Letter...

At age eighty-three I need a gentle reminder now and then. Your letter served the purpose; my dues check is attached.

Now you don't have to read any further unless you have nothing else to do and feel the need to be bored, but it seems a long time ago you asked for some information on member backgrounds; information I did not furnish.

Shortly after the First World War (Woodrow Wilson was U.S. president) my family moved from Michigan to New Mexico. Our new home was almost across the street from one of the two 'oddballs' in town who tinkered with this thing called 'Wireless'. Most any night strange noises emanated from the open attic windows of that two story house. A Rotary Spark whined its' strange message all the way across town. The noise it made stirred something in this little ten year old kid that has never really settled down.

My eleven year old neighbor and I scrounged enough wire from the telephone company scrap pile to string a line between our houses. We ordered

buzzers from a Johnson-Smith catalog (I think it was J-S) and scrounged old batteries, dry cells, from the 'phone company. These batteries had brown wax on top. We drilled a couple of holes and poured in water; this partially rejuvenated them enough to activate the buzzers. Then, with a couple of makeshift keys we were in business. The local telegrapher taught us the code.

Then we moved to Texas where my new friend there knew about tubes. He had built a receiver and transmitter, and in my estimation he was a genius. With his help I soon had my own transmitter and receiver. Unfortunately neither of us had a license to operate, but that didn't bother us since most of our activity was local - until one day a distant signal popped up and one of us answered it. The gentleman informed us in no uncertain terms that we were 'bootlegging'. Scared the daylights out of us too.

So, sometime after 1927 I got my first call - 5BDK, my friend got 5BDL.

We moved again. This time to a Texas city where there was a radio school. I enrolled and within a few months had a 'commercial' license, and two days later a job as Ship operator on the 'Socony 94', a five masted oil carrier, a BARGE, no less, that was towed by a tanker. When the sails were put up, this crazy barge could outrun the tanker. That's why it needed a radio man. Once it was cut loose from the ship it could get lost - and it did, in a storm off Cape Hatteras. One more thing: when they gave me that job they didn't tell me the barge had no 'rolling chocks' and I soon found out I had no 'sea legs'. When 'Sparks' from the tanker went on vacation I got his job. He was an old guy, maybe twenty-five, and I was a kid not dry behind the ears, but the Captain thought he could put up with me till 'Sparks' got back.

Trouble with that was, 'Sparks' didn't come back.

I stayed with that ship, the S.S.Liebre for three and a half years, then went on to join a Mallory Line vessel the S.S.Hugoton for another three years. All this time saving my wages to attend college.

Somewhere, during the above years, the 'Ham' license went West. So, during a lull in schooling, I boned up, went to the FCC office in Beaumont, TX and with fear and a bit of trembling (tho not as much as I do at my present age) took and passed the test thus obtaining the call which has been with me ever since, W5MOO.

My contribution to Ham Radio is minor when compared to the technological break-throughs of others, however I can claim the honor of being a pioneer in use of Solar energy (Photovoltaics) to power even our older tube type rigs, and the additional pleasure of being among the early devotees of UHF for Ham communication.

Another delightful experience through the years has been to watch unsuspecting youngsters suddenly discover the mysterious world about them through the medium of Ham radio. Now that's a thrill!

Nineteen months ago my precious partner for fifty-eight years left me to be with our Lord. Now am by myself, but I am not alone; will never be alone while our great hobby continues to exist.

There is a story all by itself in just about every paragraph of this letter but I don't want to be compared with that TV rabbit that keeps going, and going, and....

Best wishes for a wonderful '94. -73

Chas A. Poston, P.O.Box 9,
Port Arthur, TX 77641-0009

**News from:
KFS World Communications**

1 Meyn Road, Half Moon Bay,
California, 94019

WNU arranges SITOR channels to match Sunspot cycle.

Ship radio officers now find it easier to communicate with SITOR stations operated by KFS World Communications. Effective August 15, 1994, Slidell Radio (WNU) located near New Orleans, Louisiana, arranged its active channels to better match the ionospheric propagation provided by the current state of the eleven year sunspot cycle. Similar improvements are planned at Palo Alto Radio (KFS), located near San Francisco, California.

WNU has activated ITU channel 1219 to provide increased service on the popular twelve megahertz band. This additional channel has a more directive antenna pattern compared with channel 1257, also used by WNU on this band. Channel 1219 offers improved coverage for ships traveling up and down the East coast.

A few weeks ago, WNU's service on the 6 megahertz band was improved by activating ITU channel 627. This channel offers interference free service to a wider area than the formerly used channel 602.

Additionally, to improve coverage in the Northern Gulf of Mexico area, service will start in the next few weeks on ITU channel 401.

"We are happy to be making these changes at the request of many of our customers," said Karl Halvorsen, Station Manager, Slidell Radio.

WNU, with its sister station, KFS, has been in daily communication with the Liberty Ship **JEREMIAH O'BRIEN** since it left San Francisco to participate in D-Day celebrations in

Europe. "Signal reports from the O'Brien, as it sailed from the Panama Canal to England, were a major factor in our channel selection process," continued Halvorsen.

Palo Alto Radio (KFS) will be adding channels in both the 8 and 12 megahertz bands later this year.

KFS World Communications, based in Half Moon Bay, CA is a maritime communications service provider dedicated to the modernization of HF radio for marine applications. They offer an entire range of data communication services including e-mail, facsimile, telex, telegrams, Inmarsat and HF radio. The company operates Palo Alto Radio (KFS) near San Francisco, California and Slidell Radio (WNU) near New Orleans, Louisiana.

(KFS is the successor to the original radiotelegraph-only coastal station featured in Sparks Journal articles. - Ed.)

LETTER to the EXEC. SEC'Y

Smithtown, NY 11787 4th August, 1994

Dear Mr. Boyd:

FORMER RADIO OFFICER FRIENDS REUNITED AFTER 45 YEARS THROUGH SOWP

This could be the heading of a human interest story...

In the November 1993 issue of the Newsletter I read with great interest an article by Arthur Balderston titled 'Convoy to North Africa'. I had attended radio school in Preston, England, with an Arthur Balderston in 1949 and I immediately looked up his QTH in our Directory. I was surprised to see that he was living in South Redondo Beach, California. I did not know that he had moved to the USA. His home in UK was Blackpool and mine was in Morecambe during our attendance at The Northern Counties Wireless

School. I dropped him a short note and received an immediate reply confirming that he was, indeed, my old friend. More surprising was the fact that since he was now a resident of S. Redondo Beach, and my daughter's home is in Redondo Beach was the distinct possibility that we could meet again on my next family visit. This occurred in July this year and it was quite a reunion. We had a lot to talk about after so many years and it was most heartwarming and memorable. We had started out during WW2 as R/O's in our teens and now we are both retired. It was quite an experience and it was made possible through our membership in SOWP. It is really nice to know what has happened to old friends and shipmates through the years.

Many thanks for sharing this.

Truly

Charles F. Murray, 3196-V, KZ2B

CONGRATULATIONS

This month we congratulate our member **Archie Willis**, 1994-V, W6LPJ, Sun Valley, CA., who received an Award certificate May 21, 1994 from the Quarter-Century Wireless Association for Fifty Years in Amateur Radio.

Rapid Recovery Wishes

Roy Couzin, 2618-P, W6JET, our busy SOWP Supplies Manager, writes that he has had to undergo repeat surgery on his hip. "It will be a re-do on my replaced total hip that has moved and needs some relocating of the cap over the ball joint. It has stood up fine for 8 years, but the Doc says I have to lay off wood-splitting and bringing in logs for winter fires."

"My Slop Chest activities will slow down for awhile," adds Roy.

War In The Philippines...

By F.A. Bartlett, 2294-V, W60WP

October 20, 1994 marks the 50th anniversary of D-Day in the Philippines, the day General Douglas MacArthur fulfilled his "I shall return" pledge to the Filipino people.

As newspaper headlines told the progress of the Philippines campaign, few readers knew of the nine-man civilian team that was providing war correspondents with a high speed radiotelegraph link between America and the fighting front 6,000 miles away.

Known as Press Wireless Project Z, the unit was the culmination of efforts by Press Wireless with the cooperation of the Joint Chiefs of Staff, Board of War Communications, the Signal Corps and the FCC to place an effective long-range radio press facility with forces preparing for the impending re-invasion of the Philippines. It must be remembered that this was before the days of television and satellites. Shortwave radio was the mainstay of international communications.

For me, it all began in mid-September, 1944, with a closed-door interview with Press Wireless Western Division manager Earle Dotson. At the time I was a receiving station technician at the company's Rolling Hills (Southern California) location. Mr. Dotson outlined the successful Press Wireless mobile unit (Project PX) which was accompanying invasion forces in Europe. Another project was being formed. Would I care to volunteer? Having been twice turned down by the Navy, I didn't hesitate to answer "Yes."

I was told of the secret nature of the project. I was not to discuss the interview nor was I told the destination. However, when I learned the project manager was Harvey Stovall,

manager of Mackay Radio in Manila, I had a good idea where we might be headed.

Of the 9-man crew, five were from Press Wireless Los Angeles: Harvey Stovall as manager; George Luckey, engineer; myself as technician/operator; Eugene Branch and William Watson as radio operators. Four men came from the company in New York: assistant project manager Chester Ford and operators Robert Christian, Edward Cykewick and Joseph Petta.

Following two weeks of physical exams, trips to an army base for shots and indoctrination, familiarization with project equipment and procurement of Passports, the group moved to Hamilton Air Force base near San Francisco. Here we underwent further indoctrination, were assigned assimilated military rank and I.D. and received travel orders to an "unstated overseas destination."

Early in October, we boarded a C-87 transport which took us to Nadzab, New Guinea, with refueling stops at Hickam Field (Hawaii), Canton Island and Guadalcanal. That our destination was MacArthur's headquarters at Hollandia, a seaport town many miles to the northwest, was now clear. But once we left our C-87 transport, we became low-priority personnel for this last leg of our journey. Nadzab was an overcrowded base through which flight crews were being rotated to and from the U.S. Food was in such short supply that our principal sustenance consisted of jelly sandwiches from a Red Cross unit.

After two days of watching our travel priority fall to budge from near the bottom of the posted list, we began to

waiting out the slow process of priority assignments and their C-47 transports were taking off only partially loaded.

Members of our group began questioning incoming pilots and discovered Hollandia was their usual return base. As a crew readied for departure, one or more of us would casually walk out to the waiting plane along with those having received priority clearance. Since clearances were assigned at the dispatch desk, the flight crew made no check. All of us reached Hollandia in this fashion. (We've often speculated: did our names ever reach the top of the priority list, and if so, were we considered "missing in action?")

At Hollandia, we reported to General MacArthur's signal officer, Colonel Spencer Akin. We were briefed on press communication needs of the coming military operation. At this point, whether we would operate as a mobile unit or from a fixed location could not be foreseen. I remember Colonel Akin was not at all impressed when told the Project Z transmitter boasted only 400 watts.

An inkling of why our unit was urgently needed came from Army Public Relations. The only other press communication available was via the Army ship APACHE. Her equipment was for voice transmission. Network correspondents were her principal users, but news agency correspondents filing messages found delivery painfully slow since their dispatches had to be dictated from the APACHE to a receiving operator at San Francisco.

After being assigned billets, most of a week was spent organizing into a

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HOW PRESS WIRELESS GOT THE WORD OUT

Phillipines - from Page 7

crates of equipment and supplies which had already been shipped to Hollandia.

As time for departure approached, all personnel except engineer Luckey were assigned passage on an LSD-7 (Landing Ship Dock). Luckey was to

October 25th and shortly thereafter the convoy resumed course to Leyte. We went ashore on Red Beach, hitched a ride to Tacloban and manager Stovall contacted GHQ for instructions. We learned we were to set up a fixed station operation using space in a warehouse across the street from

and signal lines along with an antenna feed from a Signal Corps facility next door. Lack of tools (ours were still aboard ship) was a problem at first but we found the Signal Corps people well supplied. Our Robert Christian, a World War I veteran was an excellent scrounger.

Manager Stovall learned that the ships offshore were observing radio silence because of frequent daily air raids. This would account for Luckey not advising identity of his ship. But a real mystery developed when inquiry of the Harbor Master yielded word that no civilian named George Luckey or shipment for Press Wireless was listed as having left Hollandia.

Armed with this information, Stovall conferred with Public Relations officers who concluded a paperwork error must be responsible and the best move now would be to canvass the ships sitting off Tacloban. A launch and crewman were provided and operator Joe Petta and myself drew what at first seemed an impossible assignment, given the large number of ships at anchor.

I don't remember how many trips we made over a period of several days, but diesel fumes still bother me! Ultimately, we hailed a small, rusty freighter that looked out of place among the larger Liberty and Victory ships at anchor and our search was over. George Luckey's first words were, "Where have you guys been?" There was no time for explanations. These could be made later. Right now the important thing was to get our equipment ashore.

The Army provided a small lighter and a six by six truck but the PZ team had to do the stevedoring. Some cases were lost, others got a salt water bath but no essential piece of equipment

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Engineer George Luckey shown with 400-watt PZ transmitter. Keying unit and frequency shift exciter in rack to the left.

accompany the equipment aboard a freighter, both vessels being part of a convoy moving troops and supplies to the Leyte operation. For some reason we were not given identity of the ship Luckey was aboard.

My notes don't give the date the convoy put to sea. However, just one day before we were to arrive at Leyte, the convoy changed direction and returned to the vicinity of Palau in the Western Carolines. Radio reports indicated something big was happening - and indeed it was, the Battle of Leyte Gulf, one of the major actions of the Pacific War.

Victory for the U.S. Navy came on

General MacArthur's headquarters. Our transmitter would be located in a sandbag bunker on the edge of Tacloban, 1-1/4 miles away, sharing space with Army sets used for contact with guerilla units.

Although no word had been received from engineer Luckey, we hoped the ship he was aboard would move up for unloading within a day or two. Meantime, there was work to keep everyone busy. Space in the warehouse needed to be cleared to provide room for the operating center. A long table was moved in and operators Branch and Watson under Chester Ford's direction wired up a number of operating positions. I was busy bringing in power

Philippines - from Page 8

turned up missing. The most serious mishap was the drenching of cartons of perforator tape. Someone located two heating elements and a packing crate became a drying bin.

The date was November 12th. So well had the preliminary work been done that two days later, November 14th, station PZ was on the air. Initial contact was made with our Los Angeles station KJE-8, on 9390 KHz three hours and five minutes after first tests were run on our transmitter. Our call and frequency was PZ4, 8810 KHz. A few minutes later, the first press message to be sent was filed by United Press correspondent Frank Hewlett - a rather prophetic occasion since the last previous press message out of the Philippines, on December 31, 1941, had also been sent by correspondent Hewlett.

Air attacks and occasional strafing by enemy planes caused numerous minor circuit interruptions during our first month of operation. No personnel were wounded but one bomb struck within a few yards of the transmitter bunker, damaging our antenna. Several hours were required to make repairs. Despite these problems and poor propagation conditions that winter of 1944, no great delays in moving traffic were experienced. We learned quickly that best conditions were generally 8 AM to 10 AM and 5 PM to 10 PM. By midnight, circuits were often down for many hours. We nevertheless maintained a 24-hour watch.

About December 15th, Stovall, Ford and Luckey began talks with Army personnel on how best to provide communications for the press during the anticipated invasion of Luzon. Reconfiguring PZ as a mobile unit was one option. Another was to wait until the invasion forces had secured a

beachhead and move PZ as a fixed station to Luzon. However, the Leyte operation had been so successful it was decided any interruption should be avoided. The Army then came up with a plan: they had a small ship, the FP-47, which had been outfitted with extra transmitting equipment, receivers and some rather ancient automatic sending gear. Could Press Wireless put a man aboard to transmit traffic for relay through station PZ? The merits of the idea were obvious. The Leyte

Lingayen safely only to suffer a close call when a ship alongside was sunk by a Japanese frogman.

Back at Tacloban, the shorter path to Lingayen needed lower control frequencies. Monitoring the higher frequencies PZ used to contact Los Angeles was only marginal. To meet this need, an Army BC-610 transmitter was picked up from a salvage depot, repaired and put into service.

Years later in recounting his



Transmitter site. Note bomb crater in foreground.

station would remain on the air and the limited range of the FP-47 transmitter should pose no problem for reception at PZ.

Chester Ford immediately offered his services. Aside from being an expert traffic man, Ford, a navy veteran of World War I, had a wealth of operating experience and no small amount of technical ability. On January 1st, 1945, he boarded the FP-47, now part of a huge convoy heading for Lingayen gulf. It was not a trip without incident. Japanese Kamikaze attacks took their toll among ships in the 100-mile long armada. The FP-47, however, reached

experiences, Ford had this to say about the first few days of operation, "Traffic the first day from Lingayen moved well. On the second day, January 8th, the beat-up Boehme blew up and never keyed again....I had not sent a message by hand for over 20 years and I tried to clear a heavy file by fist. My hand still aches. I worked straight through for 22 hours, took a two hour nap, and then went at it again...."

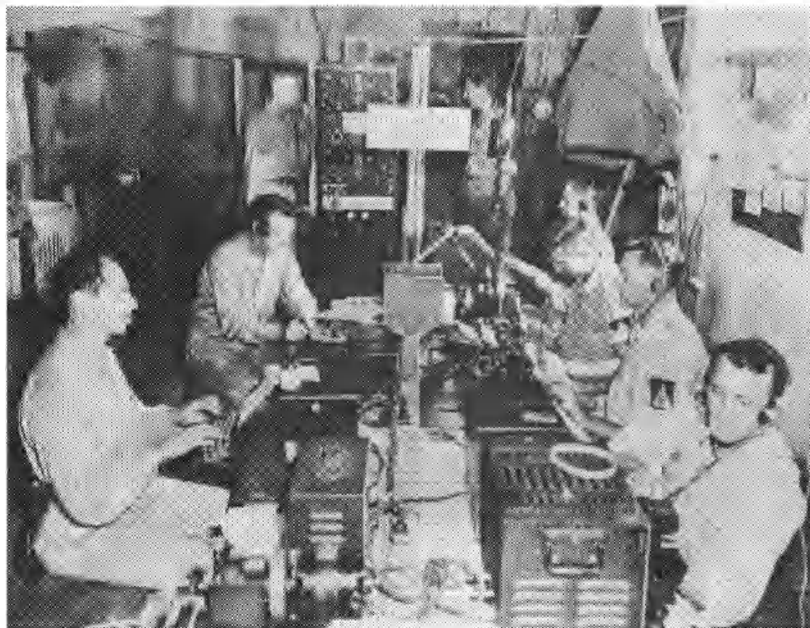
The Army was unable to locate either repair parts or a replacement unit. An appeal was sent to PZ at Tacloban. I was able to put together a

(Continued, Page 10)

Philippines - from Page 9

Creed sending unit which was flown to Lingayen. Within 24 hours, traffic was again moving smoothly.

Coincident with the landings at Luzon, Press Wireless had a second Philippines project underway. This was



Operations, Project PZ, clockwise around table: Petta, Christian, Branch, Watson, Ford, Cyckewick. Standing, Stovall and Bartlett.

Project PY and its objective was establishment of a 10KW telegraph and voice facility at Manila as soon as the army gave its OK. Equipment had already been shipped to Lingayen and personnel were at Tacloban awaiting orders. Approval to move forward came early in February and even before Manila was completely secure, station PY began initial tests with Los Angeles. By February 28th, traffic began to move and word came to terminate the PZ operation. All our future traffic would move through the Manila station.

In addition to press dispatches, the higher power voice capability allowed PY to ease the load of network

voicecasts the ship APACHE was handling.

From Tacloban, the station PZ equipment and personnel were transferred to Manila. In summarizing the 107 consecutive days of operation, manager Stovall figured wordage handled was well over one million, of

General MacArthur, members of Project PZ were awarded the Asiatic-Pacific campaign ribbon. Earlier, we were awarded the Philippines Liberation ribbon with one bronze star by Major General Ualdes, Philippine Army Chief of Staff.

"30"

Author's Postscript

Dear Ted:

I was indeed pleased that you would be able to use the material on Press Wireless Project Z in the *Beacon*. The European theater Project X along with Project Z were heralded by the press in 1944 as the first time in history that newsmen could file their dispatches directly from virtually the front lines.

It's a bit strange, but of the nine-man PZ team of proficient CW men, only two were hams: Stovall was pre-WW2 KAISO in Manila, and myself, W60WP.

Here's a more detailed listing of the Project Z crew: Manager, Harvey E. Stovall, KAISO, Gardena, CA Assistant Manager, Chester E. Ford, New York City Engineer, George R. Luckey, Baldwin Park, CA

Technician/operator Forrest A. Bartlett, W60WP, Gardena, CA

Radio Operators: Eugene F. Branch, Pasadena, CA William K. Watson, Arcadia, CA Robert H. Christian, Brooklyn, NY Edward J. Cyckewick, Valley Stream, Long Island Joseph Petta, Brooklyn, NY

As you suggested, Ted, time has taken its toll. Stovall, Ford, Christian and Petta are SK. Of the others, Luckey was the only one I maintained contact with. Last correspondence was in 1990 and his health was failing.

which the Luzon campaign generated 750,000 words which were either automatically or manually relayed through the Leyte facility. One two-day operation, Feb. 4-5, 1945, when the Army entered Manila, 12,000 words were handled the first 12 hours and 29,000 words handled the next day. Names of over 3,000 internees released from Santo Tomas prison camp by the 11th Airborne Division were automatically relayed, bringing home the first word many anxious relatives and friends had received since the outbreak of the war. In addition, during the PZ operation several hundred thousand words of incoming traffic were handled.

On March 25, 1946, by command of

(Continued, Page 11)

Philippines - from Page 10

Subsequent correspondence was returned by the Post Office so I suspect George is also gone....not surprising stastically as he would be 89 this year.

Branch, Watson and Cyckewick were close to my age in 1944, (30). As so often happens to wartime units, they went their "respective ways" and never kept in touch. Again thinking in statistical terms, they may still be living.

One further note: No one (to my knowledge) has written the Press Wireless Project X story (about Press Wireless involvement in the European Theater).. I wasn't personally acquainted with any of the unit's members but I have quite a file of data on the accomplishments of this group. Perhaps I should do something similar to the Project Z story to be saved for the 100th anniversary of D-Day at Normandy? The exploits of Project X as a mobile unit following close on the advancing armies are remarkable. And just for archival information, I plan to write a summary of the Philippine PY operation from Feb. 25, 1945 to the end of the war.

73, Bart - W60WP.

MANKIND EXTINCTION IMMINENT

by Carleton Smertz*

Technical Editor

The Radio Amateur Code as written by the American Radio Relay League, says that an Amateur "should be balanced". In order not to be called unbalanced, I have also taken up Astronomy. I go out and look at the stars quite often.

The other evening, after those pieces of a comet hit Jupiter, I was standing out in the middle of the street making observations. Jupiter seemed to be wobbling and perhaps taking on a new orbit closer to the Sun. I did not have time to compute its trajectory because rude motorists were honking and a policeman gently suggested I should just go sit on the porch.

Obviously, if this giant invades our neighborhood where we have been getting along quite well with Mars, Venus and what's that little sucker...Mercury, the neighborhood will go to Hell.

No bigger at its core than Earth, this blob is a million times bigger and its gravitational pull is so strong that if it passed by, your hair would stand on

end, and would take off and cohabit with this ugly interloper with its big red spot.

From estimates of the billions of megatons of TNT that put Jupiter on this aberrant course, it is quite evident that our puny nuclear bombs could not divert its threatening presence.

But there is hope. We Astronomers call Jupiter a GIANT GAS BAG.

"FIGHT FIRE WITH FIRE!" I say. Our politicians and talk-show people should be able to cope with this gaseous intruder. We must start immediately on a crash program to convert a space shuttle into a Holiday Inn to send these people out to blow away this beast.

Timely updates on the position of Jupiter will be published for paid-up members of SOWP. Otherwise, you may never know what elevated you.

* AKA Charles P. Spencer, 4058-P, W8PQQ, Fennville, MI.

We thank Dr. Smertz for yet another example of his stellar and sometimes vacuous wisdom. He says he needs help from his readers to increase the value of his think-tank. Send up a flare! - Editor.



WELCOME - NEW MEMBERS

A warm "Welcome Aboard" to the following who have joined SOWP since our last issue.

Richard W. HOECK, 5098-V, W6RZL
574 West Works
Sheridan, WY 82801

Harry YAKUBOVICH, 5099-M
1173 Tanglewood Lane
Scotch Plains, NJ 07076

Peter PROBERT, 5100-V, G3GPZ
61 Oxford St., Northwood.
COWES, Isle of Wight, PO31 8PT
United Kingdom

Lyle R. BROWN, 0314-TA, W7LGB,
727 E. Carleton St.,
Prescott, AZ 83063

CHANGE of ADDRESS

Arthur C. AXTELL, 2955-V, N4NKP
FROM: Moraine Rt Box 32046 Estes
Park, CO 80517
TO: 3009 N. Halifax Dr. (A-24)
Daytona Beach, FL 32118

Andrew J. DONCHE, 1384-V, N2JFC
FROM: 2699 SE DeLong Rd
Port Saint Lucie, FL 34952
TO: 21 Highland Ave.
Ogdensburg, NJ 07439-1219

LtJg Janice L. JENSEN, 4850-M
FROM: 599 Tomales Rd., attn PIRM
Petaluma, CA 94952-5000
TO: 98-1109 Maluola St Aiea, HI 96701

Harvey G. WILLIAMS, 3292-V,
W2FFU FROM: 1 Bonnie Lane
Willingboro, NJ 08046
TO: RR 5 Box 7420
Starke, FL 32091-9112

TRAILS GROWN DIM

Dear Editor:

Wrote **Harold J. Sherman, 4434-P, KASTRV, P.O. Box 63083, Pipe Creek, TX 78063:**

Thanks for your letter...It was nice to...know that SOWP is alive and on an even keel...I wonder if it might be possible to include a "Trails Grown Dim" column to help locate long-lost shipmates? I've been searching for some time for long-lost friends, military and civilian, but with limited success. I must say that sometimes the search ends in sadness when you learn that the person you seek has become SK...

One friend I sought, with whom I worked in Panama, I found in a VA hospital. He was a Navy veteran and a member of SOWP. It was great to meet and talk with an old friend. Shortly thereafter he was transferred to a VA hospital in California where he passed away. Before he was transferred, he gave me a lot of radio equipment, books and records.

Another Navy man I once worked with became a code instructor at an Air Force base. I found his name in a telephone book, but when I called the number, it was his son who answered. He informed me that his father had passed away a few years back.

I could cite a few more similar incidents, but you get the picture. As I said, I waited too long to start my searches.

You ask if I have a particular person in mind. Not really...

As for myself, there isn't really much to tell. I was first licensed as a ham in 1939 but soon went commercial. The first job...was in a broadcast station...After six months I left and became a police dispatcher. This was better, so was the pay and it included some CW schedules. From there I

went to CAA (now FAA), made a career of it, serving at many locations in the U.S., Alaska and Panama (Canal Zone). As a ham I am active on 2-meter traffic and weather nets. My son is KA5PVT. He served in the Navy but did not make communications a career. - 73 OM, (signed) Hal.

Editor's Reply:

The pages of this and similar newsletters are a good place for old friends to re-connect, Hal, so we have included your home address. We encourage others to use the *Beacon* likewise. A further suggestion is to remember to keep your mail address current at SOWP HQ. That provides a good way to keep in touch. In that connection, we recently were able to trace (via amateur radio) a Canadian member whose mail was returned to HQ. For the record, then, mail to

Marshall S. Killen, 2226-SGP, VE3KK, should go c/o Brian Killen, 14 Wren Crescent, Kitchener, ONT., Canada N2A 1C8.

"Next May," writes **John F. Rodgers, III, 4956-V, W3TFR,** "I'll be licensed for 50 years. I would never have thought this 50 years ago as a 17 year old. Like a lot of us back then, it is those memories that we cherish today."

Per A. Mikalsen, 3851-M, LA3FL, wrote from Alta, Norway, in January, 1994, while on vacation from his R/O job afloat: "...I am 49 years old, have been on the high seas 27 years. Soon rejoining my ship. Hardly any CW left, mostly FAX and telephones etc. via satellite. Very busy at work, very relaxed at home. I am quite active on the ham bands when home, mostly on CW...I am not allowed to ham from my ship M/S CRYSTAL HARMONY by the (C6A) flag authorities (Bahamas registry). Too bad, as

(Continued, Page 13)

LETTERS - from Page 12

I would love to be QRV/MM. Only U.S., Canadian, German and English citizens can ham under the C6A flag. Very strange, as I (a citizen of Norway) have a Bahamas commercial (pro) ticket. -73 de LA3FL"

Bill Littlewood, 3439-V, W9HE, wrote from Brookfield, WI. "Your November (1993) issue of the "Beacon" was great as usual. I read them all from cover to cover and still have every issue since I joined the Society. It's fun to go back and read the older issues, which I do periodically..."

I spent the last 4 months of WW II in China as CO of the AACCS unit at Lushien - supposedly the only air base in China with a concrete runway. There were no telephones in China so we maintained 6 point-to-point CW circuits 24 hours a day. The war ended during my tour and we had the "fun" of closing down and leaving all to the Chinese. During the last few weeks was able to tune up one of the transmitters so it worked on 20 meters.

Del Clouser, 4922-M, W8KJP, is our current SOWP representative in the Orient. He wrote on 6 August, 1994 to **Inland Seas Chapter Director Art Schermerhorn, W8FEC** from Won Ju, South Korea that his overseas call, **HL9DC**, is temporarily off the air, but coming back soon better than ever. He says his "Tally thus far: DXCC-140; WAS-41; WAC-all; WAZ-36; total QSOs 3,124; SOWP members contacted -1-, KA4IEF ("where's the rest of you folks?") All's well. Am in good health. Celebrated 35th wedding anniversary on 02 Aug.94 and we still get along! -73 and God Bless. CW Forever!"
Del Clouser HL9DC/W8KJP, MMC SRA KOREA, BLDG 3400, BOX 526, CP EAGLE, APO AP 96297-0625

CHAPTER NEWS

Inland Seas Chapter XIV

Tom Haymond, 59-TA, W8CCN and **Chapter Director Art Schermerhorn, 3868-P, W8FEC** report that member **Al Kroner, 1460-SGP, K9AA**, has been in a nursing home since early this year and is bedfast. Al, long one of the most reliable members of our 20-meter Transcontinental nets, is at **Mount Carmel Health Center, 5700 West Layton Ave., Milwaukee, WI 53224**. This information came from Al's niece who lives in Hales Corners, WI. Al, now in his 90's was a "live wire" on SOWP nets with a great CW "fist". Send him a note.

Pacific Southwest Chapter IX

Chapter Director Bill Jackson announces the Seventh Annual Joint SOWP - QCWA luncheon meeting. It will be held Saturday, December 10, 1994 at the Safari Resort, Scottsdale, AZ.

Guest Speaker will be **Dave Bell, W6AQ**, television and movie producer who made the "World of Amateur Radio" films.

For reservation information, please call Bill Jackson, 3612-V, W6HDP at 602-772-9641, or write him at 4930 N. Hobo Circle, Prescott Valley, AZ 86314.

Not Exactly Chapter News

Here's a contribution from **Don Newman, 58-P, W7CO**, longtime officer of the Jack Binns Chapter of SOWP. It's from a letter Don sent to Ye Ed this summer:

"During the war we had to put lots of new gear on some of the broken down old Russian ships that came in..."

"One was an old rust bucket named SHORES. I was installing an (RCA) 8019 rig on her, and during the day running cables around and under the table. This was in Olympia, (WA). At dinnertime they asked me to eat. But I declined and went ashore. When I came back I went under the table again and left the door ajar. I heard the hinges squeak. Someone nudged my back and shoulder - had an awful breath. I thought, gee, I'm glad I didn't eat aboard. I turned around and found their pet BROWN BEAR pushing on me. During the day they had it on a line on the poop deck and at night on the boat deck. Scared the sh__ out of me. One of the sailors came and pulled him away. He was their mascot. When the ship sailed, she turned south from Cape Flattery and ran aground. The Coast Guard rescued all the crew AND THE BEAR with a breeches buoy."

An Apology and A Reply

In our June, 1994 issue, we erroneously reported the demise of Robert M. Morris, 11-TA, W2LV. We sent him an apology. Here is his reply:

"Dear Ted: Many thanks for your letter with respect to the erroneous report... I am happy to join with my friends in assuring you that it is a bit premature. A couple years ago I told my doctor I was bucking for 100 and he said he was beginning to believe I might make it. Hopefully that gives me eight more years.

"At any rate you have given me the chance to use Mark Twain's classic comment which you referred to in your letter. I have also told some that I am now old enough to have seen my listing in Silent Keys and very few can say that... Thanks again for your letter and I assure you there are no ill feelings. You are excused.

73, (signed) Bob W2LV



Buoys and Gulls - by Olive / VE7ERA



OPERATING FROM THE TOP OF THE WORLD - I

Borge Haagensen, VE7VB (SOWP #664V) of Victoria, B.C., has called Canada 'home' since the late fifties but back in 1945, as the war ended, he had finished apprenticeship as a radio technician in Copenhagen, Denmark, and began working as a civilian for the navy in the dockyard there. Ham radio had been his interest since '35 and in the spring of '47 he received his first call, OZ4G.

period and with his call of OX3ME Borge made hundreds of contacts with amateurs everywhere.

The stations in these remote locations were slowly being equipped with Danish radios after temporary wartime service with American gear. Weather reports were sent from Daneborg to Scoresbysund, further south, by radio telegraphy on 5274 kHz.

traffic on this new frequency until another tune was asked for.

New crystal controlled equipment was installed and used most of the time, but a fuel shortage made it necessary to start the diesel generators only when radio conditions were such that contact could not be established when using the BC654 running on 12 volt battery.

As is often the case, muses Borge, on point to point circuits occasionally weird and wonderful morse was heard and he wishes he had recordings of some of it. It was possible to operate the weather service with only two radiomen and as there were three to share the work one of them could be away from the station for longer periods of time.

Taught the tricks of travel via dogsled by Mikkel, an Eskimo from Scoresbysund who was the helper on the station, Borge had a wonderful time with the dogs in the magnificent landscape around Daneborg.

One of Borge's interesting endeavours was to build a portable transmitter and receiver for use on the sledge journeys, the end result being a 3/4 watt single tube crystal controlled transmitter on 2500 kHz and a regenerative receiver using hearing aid tubes. With this set it was possible for him to keep in touch with home base from up to 100 km. (62 mi.) distant using a wire antenna spread out on the snow.



Daneborg, Greenland in Winter

Later that year he was hired on a one year contract with the weather service to work as technician and radio operator at Daneborg/OYY, a weather station on the remote northeast coast of Greenland at 74 deg. north. Isolated from the rest of the world, ham radio was a wonderful pastime during that

When Borge arrived at the station and replaced the operators returning to Denmark, he found to his amusement that a random frequency in the general area of 5 MHz was used and if Scoresbysund told you to tune, you simply turned the oscillator knob on the BC375 a bit and continued the

(Continued, Page 15)

Top Of the World - from P. 14

The ship which brought Borge to and from Greenland was an old wooden arctic ship, the s/s Godthaab/OZOA, built in 1898 - 287 tons and 115 feet long. The 240 HP triple expansion steam engine gave a 5 knot speed under favourable conditions. But the ship rolled violently, even in moderate seas, because to prevent damage from ice it had been built without outside keel. Sails were used to give stability and to help the feeble engine.

would be heard almost without turning the radio on.

Life on board was a bit hard on the passengers/landlubbers, sleeping as they did in the bow stacked in three layer bunks, where the smell of tar and 'old ship' was overwhelming. Before noon the cook would appear on deck where the passengers were enjoying a breath of fresh air. Armed with a large iron hook he would haul a slimy chunk of meat out of the salt barrel and take it down to the galley in preparation for

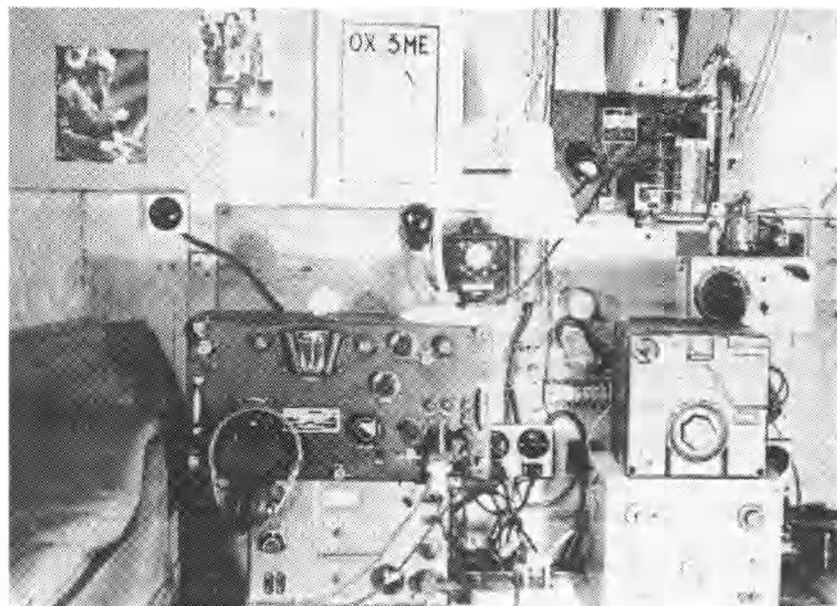
was being launched the following Spring from Zackenberg, close to Daneborg. He had an opportunity to help them with their radios and as a result was asked to join the group as weather observer / radio-technician/ operator. Borge was to spend an extremely interesting year in what was then the northernmost house in the world. This was probably the last expedition to use dogteams for the month long trips from the base in Pearyland to explore the area.

Before departure from Copenhagen it was thought best for Borge to get an actual operator's certificate since it might have caused friction with other operators involved in the support of the expedition to have a technician on the air. Consequently he spent a few weeks at the navigation school learning regulations and passed the test with no difficulty.

So in summer 1949 Borge again went to Greenland aboard the good ship Godthaab and flew in a Danish navy Catalina flying boat to Pearyland and spent another year in complete isolation with Eigil Knuth as leader, a geologist, a glaciologist and another radio operator. The name of the place was Bronlundsfjord and the radio call OXH.

At this location of 82 deg. north, the sun does not set for four months in the summer and is absent entirely for another four months during winter. One of the memorable events during the darkness was the reception of Christmas greetings transmitted by the Danish longwave broadcasting station on 238 kHz which was received well during the dark period. The state radio had invited relatives of Danes working in Greenland to the large concert hall in the radio house in Copenhagen,

(Continued, Page 16)



My room with amateur radio station OX3ME, Daneborg, 1947. On table, BC-348 receiver. Under, German 28 mHz tank receiver. Right, on table top, German aircraft transmitter. Bottom, German HF receiver. On wall, home-built ant. tuner and 14 mHz transmitter.

The emergency transmitter was, as was usual at the time, a spark device which was used several times while the ship was anchored near the weather station a good distance from shore. The nice thing about using spark to call shore, says Borge, was that it did not matter whether they listened to long, medium or shortwave. The call

lunch. It takes little imagination to appreciate what that did for seasickness and appetite.

Borge returned to Denmark in August '48 and went to work for the navy that winter. During this time he met up with Eigil Knuth and Ebbe Munck who were preparing for the Pearyland scientific expedition which

Top Of the World - from P. 15

where, during the night, when there was no regular broadcasting, greetings were spoken by the participants who often broke into tears in the middle of the message. A very emotional experience for all concerned.

There was some concern for the safety of the men during their stay so far from civilization, especially the danger of fire in the building. With this in mind a cache was established, well removed from the station, in which were stored tents, provisions and a Gibson Girl emergency transmitter, which was a hand cranked generator driving a 7 watt MCW 500 kHz transmitter, automatically or manually keyed. Its antenna was a 100 meter long wire held aloft by either a kite or a balloon.

Wanting to know if anybody really could be contacted this way, shortly after arriving Borge took the set down to the beach and set it up. Svalbard/LGS was called and Borge had an immediate reply with an excellent signal report, showing what 7 watts can do with a good antenna. The distance was about 900 km (559 miles).

Part Two to be continued in the next Buoy and Gulls article.

Salt 'n Pepper

As if we didn't have enough to worry about, politicians are beginning to talk about **this** year's elections.

Those fabulous salaries paid to baseball players won't make the World Series any more fun to watch - **IFI**

We know that clean air is good for us, but in October we **still** miss the smell of burning leaves.

Send us **YOUR** tired & poor jokes and one-liners. - Editor

SILENT KEYS

With Deep Regret, we report the passing of the following SOWP members as they join our Chapter Eternal. We send our sincere sympathies to those they held dear.

BALKE, Gerald H., 4211-V, W6YLA, Vista, CA., No details.

BIESENDORFER, Arthur, W. Jr., 3760-V, W9HBI, Bourbonnais, IL.

FAVRE, George E., 236-P, W3PEV, Rockville, MD., June 13, 1994 after a long illness. (Reported by Jack Kelleher, 2581-P, W4ZC.)

GLASS, Alan H., 4195-V, N5HG, Rogers, AR. No details.

JACKSON, Ralph E. Sr., 2868-P, W8LA, Frankfort, MI. No details.

LEIGHTON, Lee R., 2811-SGP, K4AY, Escondido, CA. No details.

McCORMICK, Arlyn W., 5065-V, WD9DOX, June, 1994. No other details. (Reported by Kirby Strickland, 4892-V, WS9D.)

MOREAU, Louise Ramsey, 0025-TA, W3WRE, April 15, 1994, Glenolden, PA. Reported by Ms. Moreau's sister, Mrs. C.R. Moore and John Elwood, 396-V, WW7P.

OLDER, Joseph F., 4105-P, K4MZ, Warrenton, VA. No details.

RADDALL, Thomas H. (Honorary Member of SOWP), 90, April 1, 1994, after a long illness, at Liverpool, Nova Scotia. He was a celebrated Canadian historical novelist. He was an officer of the Order of Canada, and was perhaps best known for his novel "The Nymph and The Lamp", a story about wireless, loneliness and romance on an island off the Nova Scotia coast. - Reported by Mrs. Olive Rockner, 2891-V, VE7ERA and Paul Dane, 2195-V, W6WOW, Past President, SOWP.

SHEPHERD, Jack E., 3970-V, N7FDG, Arlington, VA., July 26, 1994, reported by Mrs. Shepherd. First assignment, U.S. Naval Air Station, Seattle, WA, 1942. Served on USS Chincoteague, AVP24/NBOZ from 1942-46 and with the U.S. Department of State / KWN90 on island of Cyprus from 1950 to 1953. He was on duty as operator and called for air cover for USS Chincoteague when she was bombed in the South Pacific in 1943. His former amateur call was KA7LQV.

SURINA, Robert C., 2514-P, W4KZQ, Alexandria, VA. No details.

IN REMEMBRANCE

Louise R. "Lou" Moreau, 0025-TA, W3WRE, was a well-known and active radio amateur for many years and an Associate member of SOWP since 1974. At that time and previously, she conducted the "YL News and Views" column in QST. She was a serious collector of telegraph hand keys and "bugs", some of which dated to 1848. In addition to SOWP, she was a member of the Antique Wireless Association, ARRL, the de Forest Pioneers, the Morse Telegraph Club and was a Life Member of the Radio Club of America. She considered herself "a 99.99% CW" operator.

In 1971, Ms. Moreau gave a keynote address at an annual convention of women radio amateurs. The following are excerpts from a 1972 SOWP newsletter which reported her speech:

"...So far as I can find, there is no record of dedication to duty and sacrifice of life to maintain the communications link between a stricken community and the outside world before (May 31,) 1889. There may be, but up to now the first record I can find is of women. The story of the disaster in Johnstown, Pennsylvania is

(Continued, Page 17, Column 3)

Seagoing Member Makes

An Historic Rendezvous

By Donald D. Gagne, 4727-V, W2LID, Brielle, NJ

Special Report to the World Wireless Beacon, August 18, 1994:

(This story was transmitted by manual radiotelegraph [CW] by Don Gagne, W2LID, to your Editor, W8TP, on Thursday evening, August 18, 1994 on 3,555 kHz from about 2030 EDT to 2140 EDT. Band conditions were poor to fair at best. Don is the owner-operator of a 34-foot trawler in which he sails for pleasure in the coastal waters of northern New Jersey. His craft is equipped with modern commercial and amateur radio gear.)

"On Wednesday, August 17, 1994, I decided to run out of Manasquan Inlet on the New Jersey coast in my boat, M/V SEA SPRAY / WRXN, in an attempt to meet the Liberty Ship S/S JEREMIAH O'BRIEN / KXCH on her way south to Baltimore.

"Winds were light, visibility about seven miles and skies were cloudy and there was some haze. I contacted Bob Gisslow, W6PW, Chief Operator on the O'BRIEN on two meters, but he was unable to tell me how far off the New Jersey coast his ship was going to run on her way south.

"With no knowledge of her course, I decided to run out to the western edge of the southbound Ambrose to Barnegat traffic lane. I turned north toward Ambrose tower which is near the Ambrose Channel entrance. This was on the assumption that the O'BRIEN would leave New York via the Ambrose Channel.

"I finally contacted the O'BRIEN on VHF channel 16 and determined that she was on a heading of 187 degrees.

She was four miles off the Jersey coast, about seven miles northwest of my position. I was eight miles off the coast, so I quickly plotted an intercept course.

"Shortly thereafter, I saw a blur off in the distance which soon generalized into the familiar outline of a Liberty ship. We were both making about 11 knots and we quickly converged.

"I advised her that we would be taking pictures and would pass on her port side. I passed around her stern and back up along her starboard side.

"She left practically no wake. I only saw about four people on deck and assumed the ship was being run from the main wheelhouse, since there was no one at the wheel up on the flying bridge. The ship was running with absolutely no noise that I could hear.

"The thought went through my head that she had a ghost-like appearance - like something out of the past - which she is.

"I exchanged pleasantries with the O'BRIEN'S bridge on VHF and then headed back toward Manasquan Inlet.

"An earlier attempt to raise the O'BRIEN on 500kHz was only partially successful. So after awhile I decided to call her again on 500. This time she came back and we exchanged QSA / QRK reports and 73s between WRXN and KXCH.

"On our way back we heard a fishing vessel, the SNOW WHITE in communication with the O'BRIEN. During his conversation with her, he mentioned that he had been following

her exploits but was disappointed that he did not have his camera with him. When they signed off, I called the SNOW WHITE on VHF and offered to send him copies of the pictures I had taken.

"He was delighted and promised to give me a couple of lobsters in exchange.

"My trip back to the inlet was uneventful. While motoring along, it occurred to me that I had now worked the O'BRIEN on 2 meters, 75 meters, VHF channels 16 and 9 and on 500 kHz. A good day's work by 2:00 PM."

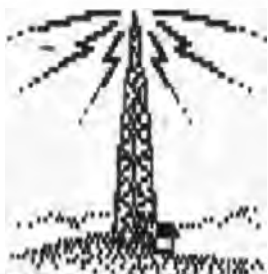
(Moving this story via manual Morse code, a medium much older than Liberty ships, in time to make this newsletter issue, seems to both your correspondent and your Editor a fitting conclusion. It was not unlike the way sea-borne reporters used to pass their dispatches to their publishers ashore.)

Louise R. Moreau - from P. 16

well known, but what is less well known are the stories of three women and the parts they played.

"Mrs. Hettie Ogle was office manager of the Western Union in Johnstown, and her daughter, Minnie, was her assistant. They remained in the office that day keeping in touch with towns throughout the valley, and into Pittsburgh, giving reports of damage, for there were badly flooded conditions before the dam broke. She sent the men operators home to be with their families. Her final dispatch to Pittsburgh is grimly prophetic: 'The South Fork operator says the dam is about to go. This is my last message.' The building housing the (WU) office

(Continued, Page 20)



Announcing - the Annual SOWP International QSO Roundup

December 8 - 10, 1994



The Annual SOWP International CW Roundup has become an event of great popularity among our members, providing a reunion among ourselves near the Holiday Season. In addition, the affair has proven to be an excellent public relations exercise, extending worldwide.

DATE/TIME: The Roundup will begin at 1901 Eastern Standard Time, Thursday, December 8, 1994 (0001 UTC December 9) and will end 51 hours later at 2200 EST, Saturday, December 10, 1994, (0300 UTC Sunday, December 11). This change to a longer Roundup was made last year at the request of members who are unable to participate on weekdays (Wed., Thur., Friday only) including our overseas members. (Your Committee believes there should be no changes in hours for this year.)

FREQUENCIES: Five amateur bands, 3.5 MHz; 7 MHz; 14 MHz; 21 MHz; and 28 MHz will be used. A ten (10) kHz portion is allocated at 50 to 60 kHz up from the low end of the bands. Example: 7,050 kHz to 7,060 kHz.

MESSAGE EXCHANGE: Message content shall be as follows:

NR. Your SOWP membership number without suffix (M, V, P, SGP, etc.)

Your First name or Nickname

Location: Your State, Province or Country

EXAMPLE: NR 783 W4HU John VA (Sent)

NR 2581 W4ZC Jack MD (Rec'd)

NOTE: NO CONTACT or QSO NUMBERS SHOULD BE SENT.

SCORING: Each completed exchange with another SOWP member will count ONE (1) POINT. However, if you contact the same station on three (3) or more bands, add three (3) points to your overall total point score for each station so contacted. We encourage greater use of 3.5 MHz and 7 MHz. Look for contacts on those bands during the first 15 minutes of each hour during band openings.

LOGS: Please make up your own log sheets. Include columns for:

1. Band Used. 2. Date/time of QSO. 3. SOWP Nr. received. 4. Call of Station Worked. 5. Operator's name. 6. Name of State, Province or Country.

The heading of your log sheet should show your own call sign and the text of the message you transmitted for each exchange. For example - (NR 881 W8TP Ted OH). Your completed log sheets should be forwarded to our Vice President for Awards, John H. Swafford, W4HU, 2025 N. Kensington St., Arlington, VA 22205 USA by January 15, 1995.

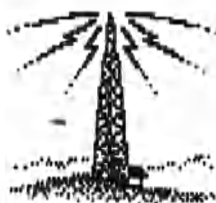
AWARDS: Certificate Plaques will be presented to the top three winners and Blue Ribbon certificates to the next four runners-up. Certificates of Participation will be sent to all who submit logs showing five (5) or more contacts.

WE HOPE MANY, MANY SOWP MEMBERS WITH AMATEUR STATIONS WILL PARTICIPATE IN THE SPIRIT OF FELLOWSHIP IN THIS GET TOGETHER EVENT. We encourage extended exchanges between members, rather than mere "contesting".

- 73 and good luck-

Your 1994 SOWP ROUNDUP COMMITTEE:

John Swafford, 783-V, W4HU, Chairman; Jack Kelleher, 2581-P, W4ZC, President, SOWP; Ted Phelps, 881-P, W8TP



SOWP NETS & SCHEDULES / UTC

EFFECTIVE 31 OCT. 1994 THROUGH 1 APRIL, 1995 - (STANDARD TIME IN NORTH AMERICA)

NET NAME	DAY	TIME(UTC)	FREQ.	NCS	ANCS
VANCOUVER B.C.	Daily	1715- 1800	147.54 FM SPX	VE7AAT-Art	VE7YL- Elizabeth
HAPPY HOUR(No.Calif) (SSB)	M-F	0100	3947.5	W6TQU-Hap	KD6HO-Chas.
PICKERILL	Start	MON	1500	FM 146.97	W2EEQ-Russ (Mt. Carmel)
"	QSY	"	"	FM 145.135	(Don Masten Memorial Net)
INLAND SEAS	TUE	0000	7040	W8FEC-Art	W8PQO- "SP"
"	TUE	0100	3555	W8FEC-Art	W8PQO- "SP"
CAPITAL AREA (SSB)	TUE	1500	3966	W4HU-John+ +NCS alternates each week+	W4ZC-Jack+
H.K.WARNER MEMORIAL TRANSCONTINENTAL NET	TUE	1500	14058	W8CCN-Tom	
SOUTHWESTERN	TUE	1530	7055	W5RM - Pres	
JACK BINNS	WED	0400	3555	VE7KWK- Keith	WA7CJV-Viggo
NCS & ANCS NEEDED: OSCAR HARRISON MEM. TRANSCONTINENTAL NET	THU	1500	14058		VOLUNTEERS FOR NCS & ANCS-PLS CONTACT CHIEF OP JOHN SWAFFORD,W4HU
RICHARD JOHNSTONE (Pacific Coast)	FRI	0400	3555	W7FLF-Tuck ROLL CALL	W6EJB-John BULLETINS
CAPITAL AREA	SAT	1400	3665	W4HU-John+ +NCS alternates each week+	W4ZC-Jack+
YANKEE EAST COAST	SAT	1430	7040	KA2ZNE-Bob	W8FEC-Art
SWISS (Edelweiss)	SUN	0915	7027	HB9XJ-Hans	HB9BYO- Harald
YANKEE/E.COAST(SSB)	SUN	1830	7230	AA2FJ-Les	
SOUTHEASTERN	SUN	1900	7055	K4HDV-Dan	N4PS-Sam

Most of these nets maintain the same local starting time throughout the year. From April through October they begin one hour earlier by the UTC clock.

- SOWP HIGH SPEED CODE PRACTICE and CERTIFICATION TEST SCHEDULES -
George Hart, W1NJM, regularly conducts high speed practice and certification tests sponsored by SOWP throughout the year on Monday and Thursday at 0130 UTC on 3523 and 7023 kHz. From December through April, the schedule is maintained from W1NJM/4. Certification tests are held on the first Monday (UTC) in May and November at 0130 UTC. On the practice runs, speeds are from 20-65 wpm in various increments, decrements and sequences as announced by W1NJM. Speeds for the certification tests are from 40 through 60 wpm in 5 wpm steps

Note: Send changes/corrections to Chief Operator John Swafford, W4HU, at 2025 N.Kensington St., Arlington, VA 22205 USA. Tel: 703 536-9537

Louise R. Moreau- from P. 17

was completely destroyed and both Mrs. Ogle and her daughter were victims of the flood...

"There is a happy side to the grim story (of the Johnstown flood). The telegrapher at the Pennsylvania Railroad tower at South Fork, PA was also a YL, Emma Ehrenfeld. Emma was on duty that day and as with her Western Union counterparts, was keeping in touch with the other offices along the main line, receiving information of storm damage to the right of way, and due to her advantageous location, sending out regular dispatches of the conditions of the dam. Now, for those who may be unfamiliar with railroad telegraph, the picture may be a bit clearer if I explain that a Signal Tower is just a two-level affair with tools, equipment and a stove on the first story and the telegraph room

upstairs.

"It was a cold day and the men who had been checking track damage had built a roaring fire in the stove at noon. It got pretty hot upstairs and Emma came down to cut the heat, heard odd noises and looked out and saw the seventy-one foot high wall of water coming down the valley! Well, she picked up her seven petticoats (and I know she had seven because my grandmother who went through that flood, told me that all nice girls always wore seven petticoats) and raced across the tracks and up the steps of a coal tipple to high ground and safety, turning to see her tower being swept away by the flood.

"Thus three YLs take their places to, so far as we now know, begin the tradition of communications people in time of disaster..."

SWAP 'N SHOP

WANTED: WORLD WIRELESS BEACON FOR 1989, Nos. 1-2-3 and 1990 No. 4. - Bob Arrowsmith, PO Box 166, Annandale, VA 22003.

The Editor's Corner

Our thanks to all those who contributed to this event-filled issue - and apologies to those whose stories did not yet make it into print.

Photo Credits: Page 3, Associated Press, via The *Pointer*; August, 1994, published by USN Armed Guard WW II Veterans, C.A. Lloyd, Chairman.

Pages 8,9,10 - F.A. Bartlett, 2294-V.

Page 11 - Cartoon "Homer" from a 1952 Western Electric employee publication in the Editor's files.

Pages 14, 15 - Borge Haagenen, 664-V.

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ORIGINAL MATERIAL IN THIS PUBLICATION MAY BE QUOTED IF CREDIT IS GIVEN

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